

MEMO

DATE: April 25, 2005

TO: Regional Comprehensive Plan Task Force

FROM: Jacob Lieb, Acting Lead Regional Planner, SCAG (213) 236-1921

RE: Performance Outcomes for Integrative Regional Environmental Planning

Background:

In recent weeks, SCAG staff has participated in a series of discussions regarding potential reforms to the California Environmental Quality Act (CEQA). Among the concepts discussed is that in cases where regions pursue growth planning which, a) establishes clear, beneficial outcomes for environmental and other indicators, and b) is coupled with an EIR analyzing cumulative impacts of the regional plan, that implementation at the project level can be substantially streamlined.

A potential change to State law along these lines would provide a substantial opportunity for SCAG to increase the effectiveness of the Regional Comprehensive Plan and Compass efforts. However, even if State law reform efforts are unsuccessful, creating a comprehensive plan that specifically identifies outcomes along a broad range of categories, and analyzing and certifying those outcomes within an EIR, should be viewed favorably.

As such, SCAG staff has begun to identify some specific "next steps" upon the completion of the draft RCP during the current fiscal year. These include:

1. an extended public outreach/comment period beginning at the start of the 2005-2006 fiscal year,
2. development of plan outcomes through an outreach intensive/consensus based process,
3. preparation of an EIR for the Comprehensive Plan. This EIR may be combined with the EIR for the 2007 Regional Transportation Plan.

As a precursor to these activities, staff has developed a preliminary matrix for performance outcome among a broad range of categories. The process to refine these outcomes would be centered upon creating specific, measurable objectives, where currently generalized variables to measure are indicated. This preliminary matrix is attached here and is presented at this time for the Task Force's consideration and discussion.

Matrix of Performance-based Measures that Encourage Environmentally Preferable Forms of Development

[Note: **The Performance Outcomes in the third column are illustrative and indicative, at this stage.** They will be further refined and better specified in subsequent iterations, in terms of quantifiable thresholds and measures, so as to better assure the intended outcomes.]

Resource Category	Performance Criteria	Performance Outcomes
Land Use	<ul style="list-style-type: none"> Land Consumption 	<ul style="list-style-type: none"> - Reduce the amount of raw land converted for development - Restrict the subdivision of large exurban agricultural lands into low density large lots
	<ul style="list-style-type: none"> Development Location 	<ul style="list-style-type: none"> - Increase the proportion of development in predetermined "smart" locations (e.g., SCAG's 2% Strategy) - Increase the proportion of development in locations with positive planning attributes (transit-oriented development, mixed use development, activity centers, adaptive reuse) - Increase development that generates positive impacts on transportation model outcomes (increase transit use, reduce single-occupancy vehicle miles traveled, etc.)
	<ul style="list-style-type: none"> Urban Design 	<ul style="list-style-type: none"> - Improve street connectivity index - Increase densities in dwelling units per acre, and in jobs per acre, around transit centers and transportation corridors
	<ul style="list-style-type: none"> Land Use Integration 	<ul style="list-style-type: none"> - Improve accessibility index (make jobs and services available in residential areas and make residential units available near jobs and service areas)

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Resource Category	Performance Criteria	Performance Outcomes
Transportation	<ul style="list-style-type: none"> • <u>Mobility</u>: Increase average daily travel speeds across modes 	10% Improvement over baseline
	<ul style="list-style-type: none"> • <u>Mobility</u>: Reduce average travel delay 	40% Improvement
	<ul style="list-style-type: none"> • <u>Accessibility</u>: Maximize percent PM work trips within 45 minutes of home 	Auto: 90% Transit: 37%
	<ul style="list-style-type: none"> • <u>Accessibility</u>: Improve distribution of work trip travel times 	Auto: 8% Improvement Transit: 8% Improvement
	<ul style="list-style-type: none"> • <u>Reliability</u>: Percent variation in travel times 	10% Improvement
	<ul style="list-style-type: none"> • <u>Productivity</u>: Enhance roadway capacity during peak operating conditions 	20% Improvement at known bottlenecks
	<ul style="list-style-type: none"> • <u>Preservation</u>: Maintenance cost per capita to preserve system at base-year conditions 	Maintain current conditions
	<ul style="list-style-type: none"> • <u>Safety</u>: Improve safety by minimizing accidents per million vehicle miles by mode 	0.3% Improvement
	<ul style="list-style-type: none"> • <u>Sustainability</u>: Total cost per capita to maintain current system performance 	\$20 per capita (primarily in preservation costs)
	<ul style="list-style-type: none"> • <u>Cost-effectiveness</u>: Benefit-to-cost ratio for investments in appropriate improvements to delay, safety, air quality and vehicle operating costs 	\$5.00 system-wide
	<ul style="list-style-type: none"> • <u>Environmental Justice</u>: Expenditures per quintile by ethnicity 	Maintain no disproportionate impact to any group or quintile.
Air Quality	<ul style="list-style-type: none"> • Ozone 	1-hour Ozone: 0.12 ppm 8-hour Ozone: 0.08 ppm
	<ul style="list-style-type: none"> • Particulate matter 	PM10: 50 µg/m3 PM2.5: 15 µg/m3
	<ul style="list-style-type: none"> • Greenhouse Gas Emissions 	- State Standards
	<ul style="list-style-type: none"> • Toxic Air Contaminants (Diesel) 	- Significance Thresholds

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Housing	<ul style="list-style-type: none"> • Supply 	<ul style="list-style-type: none"> - Provide an adequate supply of housing for all Californians - Provide for adequate housing choice and adequate affordability
	<ul style="list-style-type: none"> • Shortages 	<ul style="list-style-type: none"> - Minimize deleterious impacts of housing shortage and mismatch on the State's economy and well-being
	<ul style="list-style-type: none"> • Distributional equity 	<ul style="list-style-type: none"> - Provide a clear level of baseline responsibility for regions, sub-regions, and local governments such that each is expected to "take care of its own"
	<ul style="list-style-type: none"> • Location efficiency 	<ul style="list-style-type: none"> - Ensure that housing is located so that impacts on open space, habitat, and agricultural land are limited, and efficient use of transportation and infrastructure systems is realized
Habitat and Open Space	<ul style="list-style-type: none"> • Conservation 	<ul style="list-style-type: none"> - Increase the amounts of wildlife-suitable habitat land set-asides
	<ul style="list-style-type: none"> • Fragmentation 	<ul style="list-style-type: none"> - Improve connectivity between habitat patches
	<ul style="list-style-type: none"> • Percolation 	<ul style="list-style-type: none"> - Optimize the percolation of habitat elements into urban and sub-urban development by using native vegetation
	<ul style="list-style-type: none"> • Integration 	<ul style="list-style-type: none"> - Increase the inter-usability of land both for natural processes and functions as well as for human needs - Increase the use of native vegetation in urban landscaping practices so as to better integrate nature with human habitation
Water Supply	<ul style="list-style-type: none"> • Adequacy 	<ul style="list-style-type: none"> - Ensure dry weather supply
	<ul style="list-style-type: none"> • Recharge 	<ul style="list-style-type: none"> - Increase opportunities for ground water infiltration

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	<ul style="list-style-type: none"> • Conservation 	<ul style="list-style-type: none"> - Reduce water consumption by increasing the extent to which native, drought-resistant vegetation is used for landscaping (xeriscape) - Reduce water consumption by using conserving plumbing fixtures
Water Quality	<ul style="list-style-type: none"> • In-Stream Standards (Basins & Bays) 	<ul style="list-style-type: none"> - Biochemical oxygen demand (BOD) - Total Dissolved Standards - Beneficial Uses
	Best Management Practices (Jurisdictional)	-
	<ul style="list-style-type: none"> • Pervious surface 	<ul style="list-style-type: none"> - Minimize impervious surface coverage by using compact forms of development - Increase pervious surfaces by encouraging porous paving materials
	<ul style="list-style-type: none"> • Storm water retention 	<ul style="list-style-type: none"> - Increase on-site storm water retention using swales and other techniques that allow for natural pollution mitigation
	<ul style="list-style-type: none"> • Runoff control 	<ul style="list-style-type: none"> - Minimize urban runoff by using low-impact development techniques to improve ground water infiltration
	<ul style="list-style-type: none"> • Treatment 	<ul style="list-style-type: none"> - Incorporate the use of low-impact water quality treatment technologies into development design
Energy	<ul style="list-style-type: none"> • Supply 	<ul style="list-style-type: none"> - Peak hour energy targets
Solid Waste and Hazardous Materials	<ul style="list-style-type: none"> • Disposal • Diversion 	<ul style="list-style-type: none"> - Manage disposal sites for adverse environmental impacts - Improve landfill diversion rates
Noise	<ul style="list-style-type: none"> • Thresholds 	<ul style="list-style-type: none"> - Establish decibel levels by location and land use

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Resource Category	Performance Criteria	Performance Outcomes
Geology and Soils	<ul style="list-style-type: none">• Risk Determination	<ul style="list-style-type: none">- Earthquake zones- Flood plains and hillsides
	<ul style="list-style-type: none">• Soil Health	<ul style="list-style-type: none">- Microbial biodiversity

